The Marking of Trails and Historic Places.

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MARKING
THE OREGON TRAIL
THE BOZEMAN ROAD
AND
HISTORIC PLACES
IN
WYOMING
1908-1920

PRESENTED BY
THE DAUGHTERS OF THE AMERICAN REVOLUTION
OF WYOMING

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STATE REGENTS OF THE DAUGHTERS OF THE AMERICAN REVOLUTION, WYOMING

MRS. H. B. PATTEN, Cheyenne, 1912-1914
GRACE RAYMOND HEBARD, Laramie, 1914-1916
MRS. EDWARD GILLETTE, Sheridan, 1916-1918
MRS. BRYANT B. BROOKS, Casper, 1918-1922

WYOMING OREGON TRAIL COMMISSION

CAPTAIN H. G. NICKERSON, Lander, *President*, 1913-1921
MRS. H. B. PATTEN, Cheyenne, *Secretary*, 1913-1915
A. J. PARSHALL, Cheyenne, 1913-1915
MRS. J. T. SNOW, Torrington, 1915-1921
GRACE RAYMOND HEBARD, *Secretary*, 1915-1921

Report prepared by
GRACE RAYMOND HEBARD
State Historian of the Wyoming Daughters of the American Revolution
Secretary of the Wyoming Oregon Trail Commission
State Historian of the Wyoming Colonial Dames.

The Marking of Trails and Historic Places

BY THE

Oregon Trail Commission of Wyoming

THE

Daughters and Sons of the American Revolution

AND

CITIZENS OF WYOMING

It seems entirely appropriate that the organization known as the Wyoming Daughters of the American Revolution should present this report of its activities in the State of Wyoming during the past ten years, for the reason that this organization was responsible to a large degree for the introduction of a bill, in the Twelfth State Legislature in 1913, which became a law and established the Wyoming Oregon Trail Commission. The Sons of the American Revolution assisted in the work to obtain the Trail Commission, as did other interested citizens of Wyoming.

The text of the law, Session Laws, 1913, page 24, Chapter 29, reads as follows:

MARKING THE OLD OREGON TRAIL.

SECTION 1. The Old Oregon Trail and historic landmarks in the State of Wyoming shall be marked by appropriate markers under the supervision of a commission of three members, the same to serve without compensation, to be appointed by the Governor; *Provided,* That no indebtedness shall be contracted or incurred hereunder beyond the actual amount in the hands of the State Treasurer appropriated for the payment thereof.

SEC. 2. The appropriation provided for herein shall be paid out only on certified vouchers, granted in like form, approved by the said commission, and the State Auditor is hereby authorized to draw warrants on the State Treasurer for the expenses provided by this act upon certified and approved vouchers as herein provided, but no such warrant shall be drawn for any amount in excess of the amount that may be at the time in the State Treasury, appropriated for that purpose.

SEC. 3. Any person who shall destroy, deface, remove or injure any monument or marker erected as herein provided for, shall be guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine not exceeding one hundred dollars, or by imprisonment in the county jail for a period not less than thirty days nor more than ninety days, or both by such fine and imprisonment at the discretion of the court.

Approved February 20, 1913.

For the first year of the existence of the Trail Commission the Legislature generously appropriated the sum of $2,500, with which a large number of markers were purchased and located in different parts of the State. The Legislatures following 1913 appropriated the sum of $500 at each Session.

The Wyoming Daughters of the American Revolution did not initiate the movement for trail marking; in fact, they were somewhat tardy in their activities for this purpose, for several states through which old trails ran had received generous appropriations from their Legislatures for this historical work of trail and site marking before the year of 1913. Special reference is made to marking the greatest of all trails, the Oregon, the southern trail of Santa Fe, and other trails leading to the West.

The State of Missouri in 1909 made an appropriation sufficiently large to enable the D. A. R. of that State to mark the Santa Fe Trail from eastern to western boundaries; Kansas has placed eighty-nine markers in that State along this trail; New Mexico in 1909 received a Legislative appropriation for markers to be located in that State along this old merchants' road, and Colorado, in 1912, completed the trail of markers which runs from Independence, Missouri, the starting point of both the Santa Fe and the Oregon Trails, to the sleepy interior city of Santa Fe, seven hundred and seventy miles to the southwest, a marker being set at about every seven miles the entire length of the Santa Fe Trail.

As the southern trail to the West was outlined by stones, markers and monuments, so the more northern, or central one, the Oregon Trail, has been traced along its length of two thousand and twenty miles. The states east and west of Wyoming through which the trail passed have marked this homeseekers' road from Independence to the Oregon country. Wyoming has finished the gap that represented the trail within the boundaries of Wyoming.

The report here presented delineates the activities of the Daughters and Sons of the American Revolution, public-spirited citizens, and the Oregon Trail Commission of Wyoming. Too much praise cannot be given to the President of the Commission, Capt. H. G. Nickerson, of Lander, who from 1913 to 1921 has not only assisted in locating trails and historic sites and battelfields, but has traveled on foot, by wagon, by horse and automobile into the territory that is located west of Casper to Cokeville and from Ft. Washakie in the central part of the State to the Union Pacific railroad to the south. Here and there Captain Nickerson has placed stones, boulders and slabs of native material on which he, in the open, has carved with his chisels and mallet inscriptions and notations. No task has been too difficult for Captain Nickerson to undertake, no distance too long to journey, in order to locate sites off of the Oregon Trail, no weather too disagreeable, no mosquitoes too numerous to make him waver in this service for the State. Not only has Captain Nickerson helped to make the history of Wyoming since the year of 1866, but he has assisted in writing Wyoming's history on these stones and boulders.

Mr. A. J. Parshall, through his long residence in Wyoming and his experiences as a civil engineer, contributed greatly to the value of the Oregon Trail Commission, a value beyond an expression in words. To Mrs. H. B. Patten, through whose extensive and painstaking reports this report is made possible, words of commendation are gratefully given for her efficient work. Mrs. Elizabeth Snow (Mrs. J. T.), of Torrington, through her interest in the work and her many years of citizenship in Wyoming, has been a valuable and helpful member of the Commission. All of the Chapters of the Wyoming Daughters of the American Revolution, Cheyenne, Laramie, Sheridan, and Casper, and the Wyoming Sons of the American Revolution, have not only cooperated in the marking

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and site selecting work and giving financial aid to the cause, but have given unstintingly of their time in the support of this movement.

To Governor Joseph M. Carey, during whose administration the Oregon Trail Commission was created, to Governor John B. Kendrick, and to Governor Robert D. Carey, and the members of the Legislature of and since 1913, a tribute of appreciation is here given. They all have made the work of preserving history for Wyoming a possibility.

FETTERMAN MONUMENT

The most substantial of monuments placed in Wyoming to commemorate deeds of valor and sacrifice is the marker placed on the summit of "Massacre Hill" in Johnson County near the boundry line between Johnson and Sheridan Counties, north and west of the site of Fort Phil Kearney. Through the efforts of Congressman Frank W. Mondell, an appropriation was obtained from the government to mark the site of a battle waged between eighty-one soldiers and civilians, under Captain Fetterman, and Red Cloud and his warriors. In the combat of December 21, 1866, there were thousands of Indians against these eighty-one whites. No wonder there were "no survivors". The redman fought for the possession of his luxuriant grazing and hunting grounds, the land which had been exclusively used by Indians "since the time of man runneth not". The whiteman was fighting under government orders for the use of the land as a road leading to the goldfields near Virginia City, Montana.

Although the monument was erected many years ago, it was not dedicated until July 3, 1908, when Gen. H. B. Carrington, who was commander from 1866 to 1868 of Fort Phil Kearney, Fort Reno and Fort C. F. Smith, all on the Bozeman Trail, which crossed and recrossed the land of the Sioux, took part in the ceremonies of the day, as did Hon. F. W. Mondell, Mr. William Daly, Sr., who had helped to fashion the flag pole for the garrison in July, 1866, and Sergeant S. S. Gibson and Mr. William Murphy, who were stationed at Fort Phil Kearney during the troublesome days in the Powder River country.

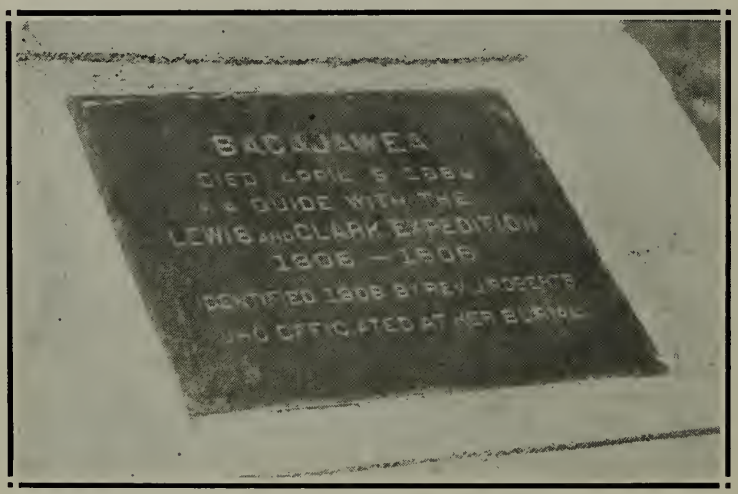
The monument is made of native cobblestones set in cement. On the side toward the wagon road is a large bronze shield on which are blazoned the following:

ON THIS FIELD ON THE 21ST DAY OF
DECEMBER, 1866,
THREE COMMISSIONED OFFICERS AND
SEVENTY-SIX PRIVATES
OF THE 18TH U. S. INFANTRY AND OF THE
2ND U. S. CAVALRY AND TWO CIVILIANS
UNDER THE COMMAND OF CAPTAIN BREVET-
LIEUTENANT COLONEL WILLIAM J. FETTERMAN
WERE KILLED BY AN OVERWHELMING
FORCE OF SIOUX UNDER THE COMMAND OF
RED CLOUD.
THERE WERE NO SURVIVORS.

SACAJAWEA

Sacajawea, the little Shoshone Indian woman guide to Lewis and Clark on their expedition across the country to the Pacific Coast in 1805-06, lived for many years, after the return of the expedition, in the country now embraced in the State of Wyoming. Sacajawea and her two sons, Bazil and Baptiste, lived in the region of the Wind River Mountains, where she died and was given a Christian burial. On April 9, 1884, Rev. John Roberts, missionary to the Indians in the Wind River and Shoshone Reservation, performed the ritual for the burial of the Indian guide, she being at the time of her death one hundred years of age.

After establishing beyond a question of doubt that this Indian woman was at one time the young Indian guide for Lewis and Clark, a monument, in 1909, through the efforts of Miss Hebard, who had located the last resting place of Sacajewea, was erected over the guide's grave. The cement marker was erected by Superintendent Wadsworth, then of the Indian Agency. In this cement a bronze tablet has been placed which was donated by the late Hon. Timothy F. Burke, at that time a Trustee of the University of Wyoming.



SACAJAWEA
DIED APRIL, 1884
A GUIDE WITH THE
LEWIS AND CLARK EXPEDITION
1805-1806
IDENTIFIED 1909 BY REV. J. ROBERTS
WHO OFFICIATED AT HER BURIAL.

FREMONT MARKER ON THE LARAMIE PLAINS

General John Charles Fremont was sent by our government into the West to establish, or survey, a possible route for a transcontinental railway through the Rocky Mountains. He made five such expeditions to the West, three for the government and two privately financed. In 1843 Fremont and his men, with Kit Carson for a guide, marched into what is now Wyoming by the way of

Colorado into Albany County, establishing one of his temporary camps about four miles South of the present day city of Laramie. These men blazed a way to the Northwest across the Laramie Plains, journeying just North of Sheep Mountain. About August 1, 1843, the party was 12 miles West of Laramie, having had on that day an exciting chase after buffalo and encountering a band of Sioux and Cheyenne Indians, who, however, did not challenge the white man's journey over their hunting grounds.

The trail made by General Fremont and his men became in 1862 a part of the Overland Route, which ran along the southern tier of counties in Wyoming to old Fort Bridger. Where this trail of Fremont's expedition and the Overland road crosses, only in dim outline today, the Colorado, Wyoming and Eastern Railroad on the Laramie Plains, the Jacques Laramie Chapter of the Daughters of the American Revolution (of Laramie) erected a monument of grey Salida granite. The stone was at the time of its dedication placed in cement on the ground, but subsequently the Oregon Trail Commission had the stone raised several feet from the earth by a cement foundation. The location is in Sec. 34, T. 16, R. 75, between "Plains" and "Millbrook" stations.

At the unveiling of this marker on July 1, 1911, the exercises were conducted by Mrs. C. P. Arnold, Acting Regent of the Jacques Laramie Chapter, and Mrs. William Reed, the Chaplain of the D. A. R. At this dedication, as all other unveiling ceremonies, the program consisted of religious, patriotic and historical exercises, prayer, national songs and addresses. The main address was given by Miss Grace Raymond Hebard, ex-Chapter Regent of the D. A. R., on "Trail Breakers".

THE FIRST STONE
ERECTED IN ALBANY CO.
TO MARK THE
OLD OVERLAND TRAIL

1862-1868

ERECTED BY
JACQUES LARAMIE CHAPTER
DAUGHTERS OF THE
AMERICAN REVOLUTION

LARAMIE, WYOMING

1911

Unveiling the marker on the Laramie Plains where Fremont's survey of 1843, which in the sixties became a part of the Overland Route, crosses the track of the Colorado, Wyoming and Eastern Railway, twelve miles West of the city of Laramie. Ceremony under the direction of the Jacques Laramie Chapter of the Daughters of the American Revolution, July 1, 1911. Left to right, Miss Amy Abbot, Miss Grace Raymond Hebard, Mrs. R. E. Fitch, Mrs. J. H. Abbot, Mrs. F. Blake, Mrs. George Patterson, Mrs. James Mathison, Mrs. Arnold Bode, Mrs. C. P. Arnold (Acting Regent), and Mrs. Frank W. Lee.

THE OREGON TRAIL ON THE NEBRASKA-WYOMING BOUNDARY

The Nebraska-Wyoming Marker, placed on the boundary line where the old Oregon Trail enters Wyoming.

OREGON TRAIL

MARKED BY THE

NEBRASKA AND WYOMING

SONS AND DAUGHTERS

OF THE

AMERICAN REVOLUTION

1912

The Sons and Daughters of the American Revolution of Nebraska and Cheyenne, on April 4, 1913, placed an imposing monument on the boundary line between the two states where the old Oregon Trail crossed the States' line, in Tp. 23, R. 60. The stone of granite is on the South side of the North Platte, near the present village of Henry, Nebraska. The monument, with a large cement base, is in a field of alfalfa, but can be easily located from the established road by the aid of a stone "finder" about five feet high, which is on the main road. This finder is on the right hand side of the road as one travels to the East. Near the stone may be found a gate leading to the boundary monument.

The site of this boundary stone bears unusual significance aside from being on the trail and the boundary line of two adjoining states. It was near the site of the stone that in December, 1812, a remnant of the John Jacob Astor overland expedition, which had gone to the Pacific Coast, on its returning journey, camped for several months before pushing on to St. Louis, which had been the point of departure for the West. In the spring of 1811 Astor's party, under the leadership of Wilson Price Hunt, started from the Missouri river with the purpose of establishing fur posts along the Missouri, Snake and Columbia rivers west to the Pacific Ocean, intending to follow the route taken by Lewis and Clark in 1804-'06. Hunt encountered hostile Indians in what is now South Dakota on his way up the Missouri, and, in place of continuing to the Northwest, he deflected his course to the Southwest, passing through what is now Wyoming, through Crook, Campbell, Johnson, Washakie, Hot Springs, Fremont and Lincoln Counties and out of Wyoming near the Snake river south of the Teton Mountains. Thus, these pioneer explorers were the first white men to traverse the lands in Wyoming from the eastern to the western boundaries. The following year, 1812, from Fort Astor, on the Pacific (Oregon), which had been established in 1811 by the Astoria parties, a small party of men, under the leadership of Robert Stuart, started on a return journey to St. Louis. In due course of time the party reached the western boundary of our State. This group of men

also went through Wyoming, but from the West to the East, by the way of the Snake, then southeast through South Pass to the Sweetwater and North Platte rivers. The place where these fearless explorers went through the rift in the Rocky Mountains is not exactly known, but there is no doubt that these white men did go through the pass somewhat to the South of the road that was established in the years to come, and which road was called the Oregon Trail. This handful of Astoria men, in November, 1812, reached the mouth of Poison Spider Creek where it empties into the North Platte, somewhat Southwest of the present day city of Casper. Here, an early snowstorm driving them into winter camp, they built a warm log cabin, the first building to be erected in Wyoming by known white men. From this seemingly secluded spot, the Indians discovered the white men, eating them out of house and home, thus forcing the Astorian to journey on down the Platte, making their winter camp near the site of the Nebraska-Wyoming boundary monument. The return trip of the Astorian, a party reduced to ten men by the time of the erection of the Nebraska-Wyoming winter quarters, from the Pacific to St. Louis was made in ten months, a journey that by train in this day may be made in less than three days.

On April 4, 1913, the following program, in the presence of four hundred citizens of Nebraska and Wyoming, was presented at the boundary monument:

Mr. H. G. Leavitt, Master of Ceremonies; music by the Torrington Boys' Band; Unveiling the Monument, by Mrs. Charles Oliver Norton, State Regent of the D. A. R. of Nebraska, and Mrs. H. B. Patten, State Regent of Wyoming; Presentation of the Monument, by Mrs. Norton; Acceptance of the Monument in behalf of the people of Nebraska, by Hon. C. S. Paine, who represented Governor Moorehead; Presentation of Monument by Wyoming, by Mrs. H. B. Patten, Secretary of the Wyoming Oregon Trail Commission; for the Sons of the American Revolution, an address by Rev. Leon C. Hills, of Cheyenne; Receiving the Monument for Wyoming, Hon. A. J. Parshall, Cheyenne; "One Hundred Years Ago", Dr. Grace Raymond Hebard, Laramie; "The Pioneer", an original poem, Mrs. Alice Dyer Nichols, Henry, Nebraska.

THE OREGON TRAIL IN CONVERSE COUNTY

The stone posts placed in the Counties of Converse, Goshen, Johnson, Platte, and Sheridan, were committed to the charge of the respective County Commissioners for placement. They are five feet high, and a half foot wide, and one foot thick, marked:

OREGON TRAIL MARKED BY THE STATE OF WYOMING 1913	OR	BOZEMAN TRAIL MARKED BY THE STATE OF WYOMING 1913

Usually these stones are placed on a cement foundation, the labor and the expense of the cement donated by the several counties.

In September, 1913, the Commissioners of Converse County placed five of these stone posts on the Oregon Trail, as follows:

At the junction of the Cheyenne-Fetterman and Fort Laramie and Fort Fetterman road.

On the trail just South of the Wagon Hound.

At La Prele school house, which is just one-half mile from the trail and marks the site of the first school house erected in Converse County.

A stone West of S. O. ranch at the junction of the trail and the wagon road.

A marker near the grave of a child who was buried on the trail near the Big Muddy. "Near the center of the Big Muddy field. a few feet South of the Oregon Trail, is a lonely grave, covered with stones and marked by a rough headstone on which is rudely chiseled the name, and date of death, July 3, 1864, of a little girl, Ada Magill, a member of the party of Ezra Meeker, who passed this way en route to Oregon more than 56 years ago. The party camped for the night on the bank of the North Platte. The child was taken ill, died and was buried by the edge of the trail. Stones were heaped on the grave and a rude fence erected about it to keep off wolves and coyotes. The fence long ago disappeared, but the stones remain. Nearby is a red stone marker, an official Orgon Trail post. Hundreds of automobiles pass over this highway every day en route to Yellowstone Park. For more than half a century canvas covered wagons, headed westward, crossed the rich oil sands of the Big Muddy, the owners little realizing that there were riches under their feet as well as at the far end of the trail. Over this lonely grave the noon day sun beats down, and not one in a thousand of those who pass by know of its existence. The snows cover it with a mantle of white in winter. In spring the winds whisper and the birds sing above it. And in the watches of the night the stars keep vigil over this tiny God's acre in a treeless land."

Unveiling the Monument near Douglas, Mayor McWhinnie making the address, September 20, 1913. Dr. C. A. Duniway with folded arms.

On Saturday, September 20, 1913, the Daughters of the American Revolution, the citizens of Douglas, and members of the State Federation of Women's Clubs, the Federation at that time holding its annual meeting in Douglas, witnessed the ceremony of unveiling a monument five miles west of the city, the monument being placed at the site where the old Oregon Trail crosses the road that went to Fort Fetterman, called the "Upper La Prele Road". The monument, as well as five stone posts set in Converse County, had the site selected, the inscription made by the following committee of Converse County citizens: Messrs. Al Ayers, M. K. Wiker, George Powell, H. P. Allen, and Edward T. David.

The program for the unveiling of the Douglas-Fort Fetterman monument follows: Unveiling of Monument, by Helen McWhinnie; "The Pioneer", Mayor C. H. McWhinnie; Mr. B. J. Irwin, "Why the Site"; Mrs. S. Downey

(Eva Owen), who as an infant went over the Oregon Trail with her parents in 1852, "Trail Breaking"; Mr. Al Ayers, "Helping to Build Fort Fetterman in 1867 and Dismantling the Fort in 1867", Mr. Ayer having taken part in both events; President C. A. Duniway, of Wyoming State University, "Responsibilities to Pioneers", reading in part from his mother's diary, written in 1852, when she, as a young woman, went over the Oregon Trail with her parents on their way to the Oregon country.

This monument of red sandstone from the quarry south of Glenrock, about 10 feet high, on a base three feet square, bears the following inscription:

"THIS MONUMENT MARKS THE JUNCTION OF THE OREGON TRAIL AND A ROAD TO OLD FORT FETTERMAN. THE FORT WAS NINE MILES SOUTH OF THIS SPOT, ESTABLISHED JULY 19, 1867; ABANDONED MAY 25, 1882. ERECTED BY THE STATE OF WYOMING AND CITIZENS OF CONVERSE COUNTY TO COMMEMORATE THE EARLY HISTORY OF WYOMING."

Fort Fetterman, named for Gen. William L. Fetterman, who was killed by the Sioux December 21, 1866, was situated on the south side of the North Platte, where La Prele Creek empties into the river. When the three forts, Reno, Phil Kearney, and C. F. Smith, on the Bozeman Trail, were abandoned in August, 1868, Fetterman became an important supply point for the army operating against the Indians in the Northwest. For a period of years Gen. Henry B. Freeman, father of Mrs. Robert D. Carey, was stationed at this post, also at old Fort Caspar, Fort Reno, and Fort Phil Kearney.

THE OREGON TRAIL IN PLATTE COUNTY

In October, 1913, three Oregon Trail markers were sent to the Commissioners of Platte County, who placed them:

One on the divide East of Badger Creek.

On the divide between Little Cottonwood Creek and the Platte River.

At the old telegraph and stage station grounds on Horse Creek, southwest of Glendo.

THE OREGON TRAIL AND HISTORIC SITES MARKED BY

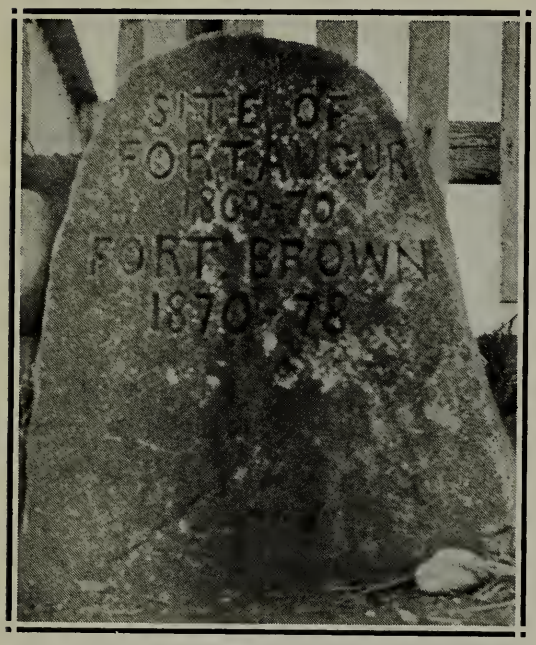
CAPTAIN H. G. NICKERSON

PRESIDENT OF THE OREGON TRAIL COMMISSION

DURING THE SUMMER OF 1913 AND 1914

FORT AUGUR AND FORT BROWN

A smooth-faced, oblong granite boulder, weighing about one-half of a ton, hauled from the mountains near Lander, and placed on the site of old Fort Brown, now the property of F. G. Burnett, of Fort Washakie, situated on the South side of Main street, in the city of Lander, Tp. 33, R. 99, marked "SITE



The Stone Marking Forts Augur and Brown. Located in the City of Lander. Marked and placed by Capt. H. G. Nickerson.

OF FORT AUGUR, 1869-'70, FORT BROWN, 1870-'78" (named in honor of Gen. C. C. Augur, at one time Commander of the Mountain Division. The name was changed to Fort Brown in 1870, in honor of Capt. Frederick H. Brown, who lost his life in the Fetterman battle on December 21, 1866, near Fort Phil Kearney. Fort Brown was ultimately moved to the Indian reservation in Fremont County and renamed "Fort Washakie" for "the great and good Indian". Chief Washakie is buried on the site of the fort, his grave being marked by a large granite stone. This marker was the gift of the late Hon. Timothy Burke, in 1914. The site of Fort Washakie was marked by Captain Nickerson.

FORT WASHAKIE

A granite slab weighing about one-half of a ton, hauled twenty miles, placed on the site of old Fort Washakie, where the flag staff stood, on the Shoshone and Arapahoe Reservation, in Tp. 35, R. 100, marked, "SITE OF FORT WASHAKIE, 1878, 1909, CAPT. T. G. CARSON, LAST COMMANDER, DIED MARCH 9, 1913."

FORT STAMBAUGH

A quartzite slab placed on the site of Fort Stambaugh, on the old parade ground, in Tp. 29, R. 99, located a few miles East of South Pass City and three miles Southeast of Atlantic City, marked: "SITE OF FORT STAMBAUGH, 1870-'78."

This fort was named in honor of Lieutenant Stambaugh, who was killed near the site by Indians on May 10, 1870 (Fremont County).

BURNT RANCH STATION

A slate slab, hauled ten miles to the site of Burnt Ranch Station on the Sweetwater River, on the Oregon and California Trail, Tp. 28, R. 100, about ten miles East of Pacific Springs, and marked, "BURNT RANCH, OREGON AND CAL. TRAIL, 1913."

This station was used in the sixties as a stage and telegraph station (Fremont County). The "Lander Cut--Off Trail" a branch of the Oregon Trail, started to the Northwest from this station, leaving Wyoming a few miles South of the present town of Auburn (Fremont County).

ST. MARY'S STATION

A slate slab obtained twenty miles from the site, placed on the spot where St. Mary's Station was located on the Sweetwater River, Tp. 29, R. 97, twelve miles East of Miner's Delight, marked "OLD OREGON TRAIL, 1913, ST. MARY'S STATION." This station was also used for stage and telegraph purposes (Fremont County).

INDEPENDENCE ROCK

Independence Rock, on the North side of the Sweetwater, Tp. 29, R. 85, a solid, dome shaped granite rock about two hundred feet high at its North side, over a mile in circumference, situated on the old Oregon and California Trail, was marked on the West face of the stone, "OREGON AND CALIFORNIA TRAIL, 1843-9, 1914" (Natrona County).

DEVIL'S GATE

A solid granite boulder weighing many tons, was marked at Devil's Gate on the Sweetwater, at the Post Office of Sun, five miles West of Independence Rock, Tp. 29, R. 87, "OREGON AND CAL. TRAIL, 1843-9, 1914" (Natrona County).

SPLIT ROCK

At Split Rock, on the Sweetwater River, on the Oregon Trail, in Tp. 29, R. 88, on the face of a granite bluff by the road side, was marked, "OREGON AND CAL. TRAIL, 1843-9, 1914" (Natrona County).

The President and the Secretary of the Wyoming Oregon Trail Commission on the "Old Trail to the West" near Split Rock, Natrona County, August, 1915. Although the old trail is seldom used for traffic, the road of the emigrant is today easily traced, in some places being fifty feet wide and ten feet deep. Sage brush, sand, wind and time cannot efface the well-beaten path made by the home-seekers on their journey to the lands of the Pacific.

THREE CROSSINGS

At the Three Crossings, a stage and telegraph station in the Sixties, on the Sweetwater, about eight miles North of Rongis, on the old trail, Tp. 30, R. 92, on the face of a granite bluff by the road side was marked "OREGON AND CAL. TRAIL, 1843-9, 1914" (Fremont County).

LANDER CUT-OFF

On the Sweetwater River at the mouth of Gold Creek, on the Lander Cut-Off of the Oregon Trail, Tp. 29, R. 102, about twelve miles East of Elk Horn, on a granite boulder weighing many tons, there was marked, "OREGON TRAIL LANDER CUT-OFF, 1843-1914" (Fremont County).

BIG SANDY

At the bridge over the Big Sandy, where the Lander Cut-Off of the Oregon Trail passes through Tp. 30, R. 105, at Big Sandy Post Office, a granite slab was placed and marked, "OREGON TRAIL LANDER CUT OFF, 1843-1914" (Fremont County).

OREGON TRAIL

Where the main Oregon Trail crosses the Little Sandy, in Eden Valley, three miles Northeast of Farson, Tp. 26, R. 105, a slate slab was placed, having been hauled fifty miles, marked, "OREGON TRAIL, 1843-1914" (Sweetwater County).

Where the Oregon Trail leaves the Big Sandy on its North side at the big bend, in the Southeastern part of Tp. 23, R. 109, a slate slab was set, hauled forty miles, marked, "SLATE CREEK ROUTE OREGON TRAIL, 1843-1914" (Sweetwater County).

Where the Oregon Trail crosses Green River in Tp. 24, R. 111, near the boundary line of Sweetwater and Lincoln Counties, there was set a slate slab, on which was marked, "OREGON TRAIL SLATE CREEK CROSSING, GREEN RIVER, 1843-1914. N." (Sweetwater County).

Where the main Oregon Trail crosses Green River, just North of Anderson's Island, at the home of Mr. Walters in Tp. 25, R. 112, about three miles Northeast of Fontenelle, there was placed a slate slab, marked, "OREGON TRAIL, 1843-1914" (Lincoln County).

Marker on Fontenelle Creek in Lincoln County. Inscription carved on the sandstone that makes part of the bluff.

Near Fontenelle Creek, about five miles West of its junction with Green River, in Tp. 24, R. 113, was marked on the sandstone bluff, "OREGON TRAIL, 1843" (Lincoln County).

To reach and mark these various points, as stated by Captain Nickerson, necessitated traveling with a team about eight hundred miles, consuming the warm months of the summer of 1913 and 1914, with much inconvenience and hardship, owing to the frequent rain storms, and often high winds, deep dust and the mosquitoes, the insects often driving "us from the streams out into the hills or plains to camp, making camping in the open country very disagreeable."

"I aimed to mark permanent bluffs and boulders, when found at suitable points on the trail, often, however, I was compelled to haul rocks a long distance. The marking was done by cutting the letters deep into the hardest rock obtainable (generally granite), then painting the sunken letters with the best black paint. I often found it difficult to follow the trail, as it was fenced in for hundreds of miles along the streams and was obliterated by hay meadows and cultivated ranches."

MARKERS MADE UNDER THE SUPERVISION OF
CAPTAIN H. G. NICKERSON
THROUGH THE WESTERN PART OF WYOMING DURING THE SUMMER OF
1915-1916

On Slate Creek, about twelve miles from its junction with the Green River in Tp. 23, R. 113, one and one-half miles from Graham's ranch, about twelve miles Southwest of Fontenelle and twelve miles North of Opal, was placed a slate slab marked, "OREGON TRAIL, 1843, 1915" (Lincoln County).

Marker at the junction of Green River and Slate Creek in Lincoln County, showing the style of native stones that had to be used to mark the Oregon Trail, the distance being too great to carry granite or other more attractive shapes of stone.

EMIGRANT SPRINGS

Marker at "Emigrant Springs" in Lincoln County. This cut shows the long stretch of country, the sage brush, the sand, the mountains in the distance, a landscape very characteristic of the Oregon Trail West of Independence Rock.

At Emigrant Springs, about twenty miles from Green River, near Supply in Tp. 23, R. 115, a slate slab was placed, marked, "OREGON TRAIL, 1843-1915". About twenty-five feet East of this marker are several graves of emigrants with unmarked stone slabs above them, with sage brush five or six feet high on the graves. One hundred yards West of the graves is a fine spring. (Lincoln County).

Marker in Sublette Basin, a native granite stone. The inscriptions on all of the stones placed by Captain Nickerson were made by him out in the open with his chisel and mallet, regardless of the burning sun and biting sand storms.

Near the crossing of Rock Creek, where the trail enters a Mr. Reynold's field, about eight miles from Cokeville in the Sublette Basin, in Tp. 23, R. 118, was placed a solid granite stone on which was marked, "OREGON TRAIL, 1843, 1915" (Lincoln County).

In Tp. 25, R. 112, on the face of a hard sandstone bluff, was marked "OREGON TRAIL, 1843, 1916". This bluff is called "Names Hill" because of the great number of names carved on its face by Oregon emigrants who camped on the meadows between the bluff and the Green River (Lincoln County).

COKEVILLE

The town of Cokeville (Lincoln County) has placed two stones on the Oregon Trail, one in the Eastern suburbs of the town, eight or nine feet high, and one six miles Northwest of the town, near Border, on the Wyoming-Idaho boundary line, South of Bear River.

THE OREGON TRAIL, THE LANDER CUT-OFF AND THE SUBLETTE AND BRIDGER ROUTES

Just West of where Willow Creek (Fremont County) empties into the Sweetwater, six miles south of South Pass City, a branch road of the Oregon Trail, called the "Lander Cut-Off", goes Northwest to the Post Office of Big Sandy, Tp. 30, R. 105, from where the road is almost directly West to Big Piney, Tp. 30, R. 111, and then Northwest to a point just South of Afton, Tp. 32, R. 119, and then out of the State of Wyoming. This trail was used quite extensively during the days of gold digging, in the Sixties, in Virginia City, Montana. From the Burnt Ranch Station, which is where Willow Creek empties into the Sweetwater, the regular Oregon Trail went to the Southwest, through South Pass and by the way of Pacific Springs, crossing the Little Sandy about three miles Northeast of Farson (Sweetwater County) and on to the West Side of the Little Sandy Creek to near where that creek and the Green River join. Near Eden was a cut-off from the main road which went directly to the West and was known as "Bridger's Route", which went North of Fontenelle and West to Cokeville, where one of Sublette's Cut-offs joined the Bridger's Route, the united trail going somewhat Northwest, leaving Wyoming South of Border. The Bridger and Sublette Routes ran almost parallel from Eden to Cokeville. The trail of Bridger

left Eden to the Southwest, following the West bank of the Big Sandy to within six miles of its junction with the Green, which was crossed about a mile above its junction with Slate Creek. From this point, T. 24, R. 111, the Bridger Route went to the Southwest to near Sublette, then across Ham's Fork about six miles North of Fossil and Northwest to Cokeville, joining Sublette's Route. The Bridger and Sublette Routes were used by those emigrants who dared to leave the beaten trail and water, thus shortening the journey by many miles. The main Oregon Trail, after crossing the Green River near its junction with the Big Sandy, went to the Southwest, crossing Ham's Fork of the Green and going up Black's Fork to old Fort Bridger, Tp. 16, R. 115, and then to the Northwest out of the State.

SHERIDAN COUNTY

The Sheridan County Chapter of the Daughters of the American Revolution assisted in locating the four Bozeman Trail markers in that county. In addition to this, the Chapter, in 1914, placed a large gray granite monument and base on the site of the first house erected in the city of Sheridan, the house, or log cabin, being erected by Mr. Mandell in 1878. On the side of the marker appears these words:

SITE
OF FIRST CABIN
BUILT IN
SHERIDAN
1878-1914
ERECTED BY THE
D. A. R.

FORT SANDERS

Old Fort Sanders, situated three miles south of the city of Laramie, was constructed in July, 1866, in order to have soldiers protect the tie choppers who were working in the hills east of the Fort from the depredations of the Indians, to guard the mail route on the Laramie plains, and protect the builders of the Union Pacific Railroad in 1866-69. The place was selected because it was at the junction of the emigrant road which followed up Lodge Pole Creek from Camp Walbach and the road coming from the south by the way of Denver. At this point the two roads united, going West by the way of Fort Halleck and Bridger's Pass. The old fort of Halleck was evacuated July 4, 1866, the logs from the fort being hauled across the Laramie plains by oxen and used in the construction of Sanders, John Sublette, now (1920) of Milo, Carbon County, assisting in driving the ox teams.

This new post was first called Fort John Buford, but was subsequently changed to Sanders, named for Capt. William P. Sanders, 6th U. S. Cavalry, and Brigadier-General, U. S. Volunteers, who gave his life for his country in the battle at Knoxville, Tenn., in November, 1863.

Monument placed at the site of Fort Sanders, near the city of Laramie, July 18, 1914. Reading from left to right: Miss Alice M. Hebard, Mrs. Joseph M. Carey, Hon. Joseph M. Carey, Mrs. F. ("Grandma") Blake, Mrs. Chase, Mrs. James Mathison and Mrs. R. E. Fitch.

The Jacques Laramie Chapter of the D. A. R. of Laramie, on July 18, 1914, unveiled a monument on the site of Fort Sanders, the State and this Chapter purchasing the marker. Mrs. J. H. Abbot, Chapter Regent, unveiled the monument; Mrs. R. E. Fitch, ex-Regent, delivered an address on "Marking Historical Places"; Governor J. M. Carey, speaking on "The Early History of Wyoming and the Building of Fort Sanders", saying in part that "Fort Sanders became a most important station, and I am glad that its location is to be today well marked. I doubt if there had been any time in the history of this grand State that such an historic ceremony has taken place. Just before the time Laramie was founded, soon after the Civil War, there assembled in this spot probably as many heroes as were ever together on any spot in the world. These were General Scott, General Sherman, Philip Sherman, General Grant, General G. M. Dodge, General Harney, General Rawlins, all young men except Harney, who was sixty-six."

THIS MONUMENT
MARKS THE SITE OF
FORT SANDERS
ESTABLISHED SEPTEMBER 5, 1866
ABANDONED MAY 18, 1882
NAMED IN HONOR OF
BRIGADIER GENERAL
WILLIAM P. SANDERS
ERECTED BY THE
STATE OF WYOMING
AND
JACQUES LARAMIE CHAPTER
DAUGHTERS OF THE
AMERICAN REVOLUTION
JUNE, 1914

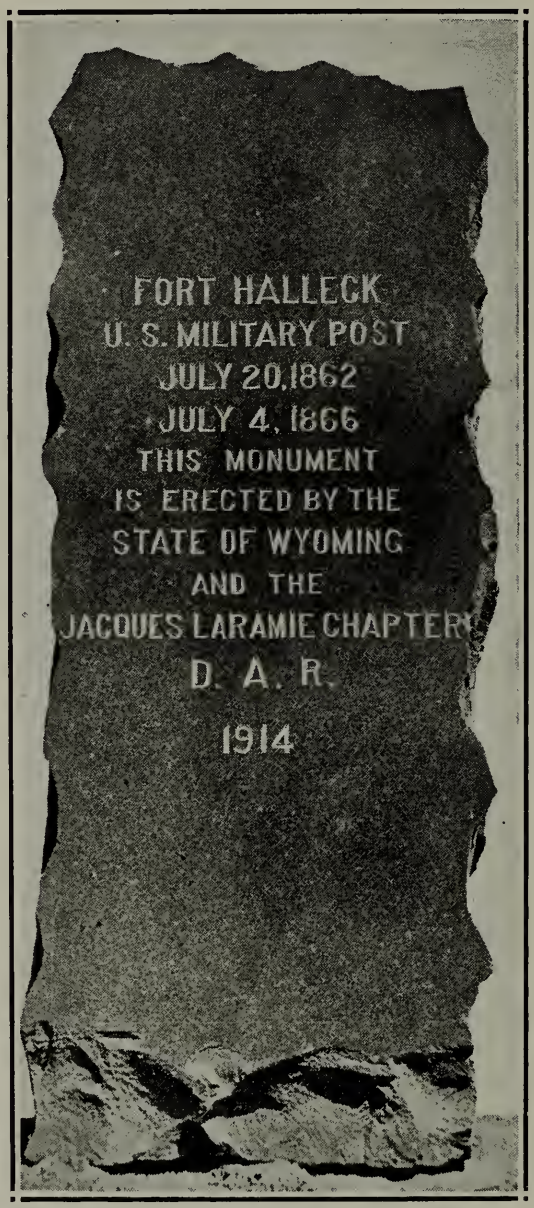
FROM JULY 10 TO
SEPTEMBER 5, 1866
KNOWN AS
FORT JOHN BUFORD

FORT HALLECK

Near the base of Elk Mountain (Carbon County) was established, in 1862, Fort Halleck, named for the one-time U. S. Secretary of War, Major General Halleck. This fort was also a stage and express station for the Overland Route, which went directly West from this point to Salt Lake by the way of Bridger's Pass (near the Post Office of Sulphur, Carbon County). This route, which was established in the year of 1862, and used for a portion of its way in Northern Colorado and Southern Wyoming, was blazed by Gen. John C. Fremont in 1843. This Overland Route was South of the old Oregon Trail, coming into Wyoming by the way of Latham, Denver and La Porte, Colorado.

The site of Halleck was a great strategic point. The Indians from all points of the compass centered around and along the trails which were used in that locality. It was a strong point of offense for the redman and also for defense by the whites. The fort was not a stockade, but consisted of several substantially constructed buildings. No ceremonies have been held for the unveiling of the monument on the site of this fort. The monument is of granite, polished on one side, bearing the inscription as below. The stone was placed by the State, Mrs. Inez Kortes of Elk Mountain and the Jacques Laramie Chapter, D. A. R.

The marker is placed on the old parade ground of the fort, just in front of the Quealey home, known as "The Quealey Home Ranch", about six miles West of the town of Elk Mountain, Tp. 20, R. 81, Sec. 21.



Monument marking the site of the important fort of Halleck, situated on the old Overland Trail in Carbon County. The two markers donated by Mrs. Kortes and Mrs. Meyer and the one at Fort Fred Steele are of the same kind of stone and style of inscription.

CARBON COUNTY

In 1914 Mrs. Inez L. Kortes and Mrs. R. D. Meyer, of Carbon County, each donated the sum of $50.00 for the erection of a monument, the style of the stone being identical with that which marks the site of old Fort Halleck, granite highly polished on the side on which the inscription is carved.

THE SITE OF
OLD ROCK CREEK
STAGE CROSSING
OVERLAND TRAIL 1862-1868
FREMONT'S SURVEY 1843
ERECTED BY
INEZ KORTES
ELK MOUNTAIN, WYOMING
JUNE 1914

THE SITE OF
OLD CHEROKEE TRAIL
THIS MONUMENT IS
ERECTED BY
MRS. R. D. MEYER
HANNA, WYOMING
JUNE 1914

The Kortes marker is located in front of the old Arlington summer resort, now called "Wildwood Resort", about three and a half miles from the new oil fields. This site is where the General Fremont Survey (1843), the Overland Trail and the Cherokee Trail cross Rock Creek, located in T. 20, R. 80, Sec. 20.

The Meyer marker is on the exact spot where the Old Cherokee Trail crosses the Overland Trail. In the first surveys of the Lincoln Highway, the road ran by this marker, but more recent surveys do not pass the monument, which is now 30 feet off of the main road. Situated in T. 19, R. 70, Sec. 8.

The Oregon Trail Commission placed an Overland Trail marker on the hill above the town of Elk Mountain, inside of the town limits, on the main traveled road from Elk Mountain to Laramie City.

CHEROKEE TRAIL

(Sweetwater County)

About forty-five miles South of Rock Springs on the "Old Cherokee Trail" there is a grave of a young woman who went over the road in the early days, a member of one of the cross-country caravans. The emigrants placed a rough piece of sandstone with an inscription over the grave. Time and weather almost obliterated the markings, but Mr. Robert Ramsey, Jr., secured a new stone and re-inscribed the data from the old stone, and placed the marker on the forgotten grave. For over twenty-five years this family has taken flowers to this lonely grave on each Decoration Day.

The original stone and the replacement read:

1834 1852
IN MEMORY
OF
MALINDA J. ARMSTRONG
DIED AUGUST 18, 1852

FORT LARAMIE

Fort Laramie was the most significant and substantial of the posts on the Oregon Trail, situated on the South side of the North Platte near its junction with the Laramie River. No fort on this long trail of over two thousand miles has had as many visitors of distinction in literature, from the U. S. Army, from the

Fort Laramie Monument.

camps of the Sioux, Arapahoes and Cheyennes and other warring Indians, or was as familiarly known, or became the common campfire talk as the fortification named for Jacques Laramie. Laramie was a French Canadain trapper who lost his life in 1820 while setting his beaver traps on the river that bears his name. At different times the spelling of this fur trader's name has been de la Ramee, La Ramee, La Ramie, and Laramie.

This fort has also been called Fort William and Fort John. In 1834 the old post was first constructed by William Sublette and Robert Campbell, not as a fortification, but as a building in which was to be carried on traffic in furs, a fur trading center for the Indians located in that vicinity. The fort soon changed hands, becoming the property of Fitzpatrick, Milton Sublette and Jim Bridger (1835). During this same year the post was transferred to Lucien Fontenelle, who, in turn, soon sold the buildings to the American Fur Company, the name of the fort being at this time changed to Fort John, previously having been called William for Sublette.

The original site of the old fort was about a mile down the Laramie from its present location. Gradually the name of Fort John became changed to "Fort Laramie", or "Laramie on the Platte". The post remained in the possession of fur traders until 1849, when it was sold to the government and garrisoned as a military fort. The fort remained a military post until 1890, when it was sold in a large part to Hon. John Hunton, who has lived at, or near, the fort since 1866, to the present day, December, 1920.

At this post many treaties with the Indians were signed. Gen. John Charles Fremont visited the place in 1842 and it was largely upon his recommendation that Forts Kearney, Nebraska, Laramie and Bridger, Wyoming, and Hall, Idaho, were purchased for military purposes in order to protect from the depradations of the redman the emigrants and traffic on the way to the West. At Laramie the emigrant trains repaired their creaking, sun-warped wagon wheels, replenished their stock of provisions, put new shoes on their oxen and horses, rested and slept without an anxious care of Indian raids.

Fort Laramie played an important part in the operation of the fateful Bozeman Trail, which went from this fort to the Northwest into the choice hunting grounds of the Sioux on the Powder, Tongue and Big Horn Rivers. Some of the old fort's buildings are today in a state of splendid preservation, notably the historic batchelors' headquarters called "Bedlam", about which Capt. Charles King, who was at one period stationed at the fort, constructed a romance bearing the name of this old building. The lumber for the construction for this and other buildings was freighted by ox teams from Fort Leavenworth.

Isolated indeed were the men at this post in its early days, when they saw and experienced active service in a field so far removed from civilization that in April of one year they heard of the presidential election which had taken place early in November of the preceding year.

A monument 14 feet high, built of concrete, has been erected at Fort Laramie exactly where the Oregon Trail entered the old fort, about fifty feet East of the ancient adobe sutler's store, built in 1852. At this store Mr. Hunton and Judge Gibson Clark in the sixties served for many years as clerks to Sutler Seth E. Ward. Mr. Hunton and Mr. Joseph Wilde donated the monument, the State furnishing a tablet of Fort Collins stone two feet square, which has been embedded in the monument, bearing the following inscription:

FORT LARAMIE
A MILITARY POST ON THE OREGON TRAIL
JUNE 16, 1849-MARCH 2, 1890
THIS MONUMENT IS ERECTED BY
THE STATE OF WYOMING AND
A FEW INTERESTED CITIZENS
1913

In the morning of June 17, 1915, ceremonies were held at the monument, when Mrs. John Hunton, a member of the D. A. R., unveiled the marker. Hon. Joseph M. Carey, who had as Governor of Wyoming and a pioneer citizen assisted in the organization of an Oregon Trail Commission, spoke on "The Life of the Pioneer"; Miss Grace Raymond Hebard, State Regent of the D. A. R., told of "The Significance of Fort Laramie on the Oregon Trail".

LINGLE AND TORRINGTON

Unveiling the Oregon Trail marker near Lingle. Hon. Joseph M. Carey speaking. June 17, 1915

The Oregon Trail Marker near Torrington

In the afternoon of this day two Oregon Trail markers were unveiled East of the fort. The one at Lingle on the South side of the North Platte, one and a half miles from the town, was unveiled by Miss Alice M. Hebard of the Cheyenne Chapter of the D. A. R. After this ceremony, Governor Carey and the State Regent both addressed the assembly on the subject of frontier life. The Oregon Trail marker at Torrington, as at Lingle, was purchased by the State, the citizens of Goshen County placing and setting the stones in cement foundations about four feet above the ground. The granite marker is on the South side of the Platte and one mile West of Torrington. After the unveiling of the Torrington monument by Mrs. Frank Close, of Torrington, Mr. Edward Patrick, a frontiersman of the Goshen Hole district, spoke on "Privations Necessary to a Civilization"; Mr. I. S. Bartlett, of Cheyenne, told of "The Immigration on the Oregon Trail"; Governor Carey of "Agricultural Possibilities in Goshen County", and Miss Hebard on "The Gold Fields that the 49ers on the Oregon Trail Overlooked", referring to the fields of golden grain in the midst of which the trail stone had been placed.

In the evening the citizens of Torrington had a campfire "mess wagon" supper, around which fire the pioneers told of the early days of frontier Wyoming.

FORT BONNEVILLE

Capt. Benjamin L. E. Bonneville, in the summer of 1832, came from St. Louis over the Oregon Trail into the present State of Wyoming, bringing with him 110 men, 28 wagons drawn by mules, horses and oxen, provisions, merchandise and ammunition. Bonneville was the first to take four-wheeled vehicles through South Pass and beyond, though William Ashley, in the early twenties took a two-wheeled cannon through and beyond the Pass. The redmen, seeing Bonneville's wonderful cavalcade, were filled with awe and admiration at the gorgeous trappings and clanking chains on the horses. They also looked with intense curiosity and interest on the family cow and her calf following peacefully in the rear of the procession, this being the Indians' first knowledge of a completely domesticated milch cow.

Bonneville journeyed across the Green River to Horse Creek, where he built, in the heart of the Indian country, a fur post. This fortification was about 300 yards from the West bank of the Green, Horse Creek emptying into the river about five miles below the fort. The site is six miles West of the town of Daniel, Lincoln County (T. 34, R. 112). Although much time and labor were

expended on the construction of the post, an early snow made Bonneville move to the West out of the present boundaries of Wyoming, establishing a new fort on the Snake (Idaho). The building of Fort Bonneville, called "Fort Nonsense" and "Bonneville's Folly", in 1832, gives Bonneville the distinction of erecting the first fur fort within the boundaries of Wyoming.

Captain Nickerson and Miss Hebard chiseling the inscription on the Bonneville Monument at the site of the old fort, June 9, 1915.

On August 9, 1915, eighty-three years to a day after the fort was built, President H. G. Nickerson and Secretary Grace R. Hebard of the Oregon Trail Commission visited the old site of Bonneville's folly, where, with pick, irrigating shovel and crowbar the old rotten stumps of the stockade were found buried three or four feet in the ground. During the winter of 1914-15 Dr. J. W. Montrose, of Daniel, snaked on the snow and up the frozen river a native boulder, which he hauled near the supposed site of the old fort. On hands and knees in the sun, dust and gravel, with mallets and chisels, the members of the commission carved the letters on the stone, which was finally rolled into place with the aid of an automobile, log chains and crowbars.

Although the site of the fort is in an isolated district, a large audience, mostly in automobiles, arrived in the afternoon of this day for the exercises. A neighborhood basket lunch had been arranged by Dr. and Mrs. Montrose and Mr. and Mrs. David Scott, which was served before the giving of the program. Captain Nickerson explained the purpose of the Oregon Trail Commission, telling of the work he had done and what was to be done to fully mark the Oregon Trail across the State of Wyoming. The Secretary of the Commission gave a history of the life and journey of Captain Bonneville, explaining why he came to that part of "The Great American Desert".

Fort Bonneville Marker.

As the audience sang "America" it seemed strange to hear the words that stir to national patriotism, out in a locality where before had only been heard the nightly songs of the coyote, the war-cry of the Indians and the occasional "whoop" of the cowboy since the day when the trader and trapper trailed over that part of the country.

The citizens of the neighborhood have constructed a two step, concrete base for the boulder, thus making it more easily to be seen and to be protected from cattle and vehicles.

FORT BRIDGER

Fort Bridger Monument (Uinta County).

Next in importance to Fort Laramie on the Oregon Trail, which was 667 miles from the east end of the trail, was Fort Bridger, 403 miles from Fort Laramie, situated on Black Fork of the Green (Sec. 34, T. 16, R. 115). As early as 1834 the direct vicinity of this post was used as a rendezvous for fur traders and trappers, for all of the branches of the Green abounded in beaver. Here were Sublette, Fitzpatrick, Fontenelle, Bridger and others, all of whom have written their names in the history of Wyoming, the streams, mountain peaks, passes, plains, rivers and towns bear silent witness to these indomitable fur men.

In 1843 Jim Bridger made the old fur trading post into a small fort, adding a blacksmith shop and repair station. At this place wagons were repaired, supplies replenished, tired men and animals rested, and hope renewed for a successful journey over the remaining portion of the trail. The need for military protection to the emigrant and his wagon train caused our government to purchase Bridge's fort, rebuild and enlarge it and keep possession of it from 1859 to 1890.

Judge W. A. Carter, father of Mrs. Maurice Groshon, for a number of years made this fort his headquarters, being sutler of the post. Mr. Groshon's ranch joins on the site on which a monument has been placed to mark where the old fort had served the emigrants in their need for protection, food and shelter.

In the fall of 1915 the citizens in the neighborhood of Fort Bridger turned out en masse to aid in the building of the marker for this old fortification, Mr. Groshon being the promoter of the erection of the monument. The marker is made of cobblestones set in cement with a concrete foundation, built in a pyramid form seven and a half feet at the base and ten feet high. The bronze tablet set in cement on the side of the marker, donated by the State, reads as follows:

FORT BRIDGER, ESTABLISHED AS A TRADING POST 1834. U. S. MILITARY POST ON THE OREGON TRAIL, JUNE 10, 1858, TO OCTOBER, 6, 1890. THIS MONUMENT IS ERECTED BY THE STATE OF WYOMING AND A FEW INTERESTED RESIDENTS. 1914.

WHITMAN AND SPALDING
(South Pass)

In 1835 Dr. Marcus Whitman and Rev. Samuel Parker were sent from the Atlantic coast as missionaries to the Oregon country, with a view to establishing missions among the Indians of that part of the great Northwest. When these men, with their guides, had reached the country, via the Oregon Trail, West of South Pass they found so many redmen assembled and eager to hear of the "Whiteman's Book of Heaven", as they called the Bible, that it was decided to have one of the missionaries return to civilization for additional workers. Parker, the elder man, with Jim Bridger as a guide, was sent forward into the wilderness, while Whitman retraced his steps to New York to obtain recruits for the religious work to be carried on near the mouth of the Columbia River.

In the spring of 1836 we again find Dr. Whitman on the Oregon Trail, this time with his bride and Rev. H. H. Spalding and his bride, a strange bridal tour it must have been for the two white women, quite the most remarkable on record. On July 4, 1836, the small caravan reached South Pass, where, with the Bible in one hand and an American flag in the other, Dr. Whitman, with the rest of the party, fell on his knees and took possession of the land to the West as a home of American mothers and the Church of Christ.

Pioneers of the Oregon Trail. Left to right, Ezra Meeker and Capt. H. G. Nickerson, Pathbreakers and Trailmarkers.

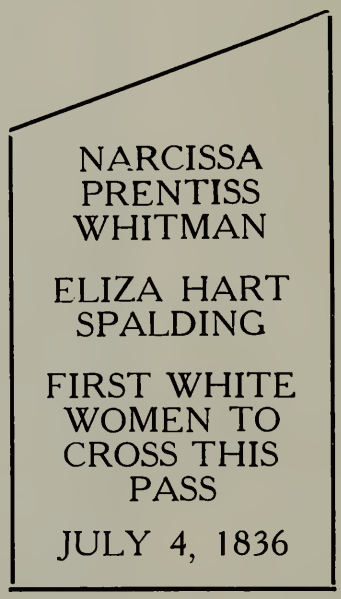
South Pass Marker near Pacific Springs. Placed by Ezra Meeker, 1903.

The special significance of this group of people on the way to the West was that now for the first time white women were on the trail that ended at the Pacific Ocean; and the fact that these women represented a factor in home making that the Hudson Bay Company, which had dominated the Oregon country, had to recognize and to which the company ultimately had to bow in submission.

In the summer of 1903 Ezra Meeker placed a marker at Pacific Springs, one of the most noted points on the Oregon Trail, the continental divide, a place passed by all the California and Oregon emigrants crossing the plains.

Captain Nickerson, in June, 1916, hauled a stone slab to the Oregon Trail at South Pass, two miles east of Pacific Springs, Sweetwater County. This stone is in Tp. 27, R. 101, 20 feet from Ezra Meeker's Oregon Trail marker.

The marker is in a cement foundation and carved on the stone is the following inscription:



Some estimate may be made of the strenuous labor performed by Captain Nickerson in marking the Oregon Trail from the following extract from his letter addressed the Secretary of the Commission on June 24, 1916: "I have just returned from the South Pass Continental Divide, taking ten days for the trip. Am badly used up, for I had a hard trip, had cold, stormy weather, hard frosts every night, snow banks everywhere, but I am thankful that we have finished the work desired. We hauled 200 pounds of cement from Lander, and a slate slab from Rock Creek 25 miles. It took me two days to cut 80 letters in the Whitman-Spalding stone. I set both monuments in concrete." (Reference here is made also to Ezra Meeker's marker, which he placed in 1903 near Pacific Springs.) Mr. Meeker was at that time placing a marker here and there along the Oregon Trail, over which he had gone with an ox team in 1852. He was marking the trail "to preserve the identity of the track and to honor the pioneers who wore it so wide and deep by their feet, by the hoofs of their oxen and the grind of their wagon tires"!

PROPOSED MILITARY AND POST HIGHWAY

It is interesting to note that in 1916 during the last war, Captain of the Corps of Engineers, U. S. A., John W. N. Schultz, located at that time at Yellowstone National Park, wrote to the Oregon Trail Commission in regard to the possibility of using the old highway for military purposes. The letter, in part, reads as follows:

"This office has been called upon by the Chief of Engineers, U. S. Army, for a report concerning a tentatively proposed military and post highway between St. Louis, Mo., and Olympia, Wash., to follow generally the Old Oregon Trail. I have, therefore, the honor to request to be furnished by the Commission of which you are a member with any information possible relative to this subject, including such maps as are available, preferably in duplicate.

"What is desired in detail, so far as possible, is information and maps showing the route of the Old Oregon Trail through Wyoming; the practicability of the route for an important highway such as suggested above; and the location, width, surfacing, and grades of an important present road which could form a link in such a National highway."

LEST WE FORGET

Seven miles Southeast of Lander, on the road to South Pass City, in 1870 three pioneers were killed by Indians. Captain Nickerson fashioned a memorial in remembrance of the event.

FORT McGRAW

On July 17, 1916, Captain Nickerson marked and placed a stone on the site of old Fort McGraw, near Lander, where troops of the U. S. Army were fortified and wintered in 1856, the fort being built as a stockade. William McGraw, a contractor and road builder, wintered at this fort, which was guarded by United States troops. The location is two miles east of Lander, in Tp. 33, R. 99.

FORT FRED STEELE

At the site of old Fort Fred Steele, Carbon County, between Hanna and Rawlins, on July 30, 1916, the Cosgriff brothers had the State's monument placed in a lasting foundation, the wording on the side of the stone, which is of the same material and size of the marker at Halleck, reads:

FORT FRED STEELE
U. S. MILITARY POST
JUNE 30, 1868
TO
AUGUST 7, 1886
MARKED BY THE
STATE OF WYOMING
1914

Camp Walbach Monument. The flowers at the base are at the head of a grave of one of the emigrants killed by Indians. The bouquet was placed by Mrs. Richardson, of Cheyenne, a pioneer of pioneers, September 4, 1916.

CAMP WALBACH

Situated in the N½ of NW¼ of Sec. 1, T. 15, R. 70, at the head of Pole Lodge Creek in Laramie County, twenty miles West of Cheyenne, is a State monument to mark the site of Camp, or Fort, Walbach, placed on land owned by Mr. Lannen. The camp was named for Gen. J. B. Walbach, the site dedicated and unveiled on September 4, 1916. The placing of a marker on this site was largely due to the suggestion of Hon. Joseph M. Carey and the work of Mrs. J. T. Graham, Mrs. H. B. Patten, Mrs. John F. Carey for the Daughters of the American Revolution and Hon. Maurice Groshon for the Sons of the American Revolution, and a few interested pioneers. The funds for the erection of the stone were from the State, the Cheyenne Chapter of the Daughters of the American Revolution, the State organization of the Sons of the American Revolution, the County Commissioners of Laramie County.

The purpose for the construction of the camp was to place a guard at Cheyenne Pass to protect from Indian depredations the many emigrants who were then going over this road toward the West in search of homes. The road was never a mail route, but used exclusively by emigrants. A branch road from this camp went to the Northeast to Fort Laramie and one went to the South to Denver, the combination of two roads being called the "Fort Laramie and New Mexico Road". The camp was below the hill on which the monument now stands, the hill being used as a signal point for danger to be encountered from the Indians. On this hill may be seen today the neglected graves of several emigrants, one long, by the side of which is a small one. Were these mother and child? No one knows. All that is known is that the occupants of the ground were killed by Indians. On this elevation were also buried a number of soldiers, whose remains have been removed to one of the large military cemeteries.

The unveiling ceremonies of this September day were conducted by Mrs. Maurice Groshon, Regent of the Cheyenne Chapter of the D. A. R., and Mrs. John F. Carey, Chairman of the occasion. Mrs. Groshon gave a history of the camp; Hon. Joseph M. Carey spoke of the "Pioneer"; Hon. N. K. Boswell told of the "Early Days in Wyoming", and Miss Hebard, State Regent of the D. A. R., spoke on "Trails to the West."

Marker on the Old Overland Route where it crosses the Colorado-Wyoming boundary line, not far from Virginia Dale, Colorado. Monument unveiled July 4, 1917. Reading from left to right: Seated, Mrs. Carrie McCormick, Miss Beatrice St. Clair, Mrs. P. J. McHugh (Regent of the Cache La Poudre Chapter, Fort Collins, Colo.), Mrs. James Mathison (Regent of the Jacques Laramie Chapter, Wyoming), Grace Raymond Hebard (State Regent of Wyoming), Mrs. Wilkie Collins, Mrs. George W. Storey, Miss Amy G. Abbot; standing to extreme left, unknown, Mrs. S. Arthur Johnson, Mrs. M. M. St Clair, Mrs. Gerald L. Schuyler (State Regent of the Colorado Daughters of the American Revolution), Mr. F. B. Bishop, Hon. W. H. Holliday, Mrs. J. H. Abbot, Mrs. R. E. Fitch. All are members of the D. A. R. except the two honored pioneers.

COLORADO-WYOMING BOUNDARY, THE OVERLAND TRAIL

The Overland Stage Route crossed the Colorado-Wyoming boundary line not far from Virginia Dale Station, Southeast of the present day city of Laramie. In the early sixties the Indian depredations on the Oregon Trail were so savage and numerous that a more southern road was put into use, which was called the Overland Route. This road, in place of going along the North Platte by way of Fort Laramie, went up the South Platte via Julesburg, Latham, Denver, Fort Collins, Virginia Dale (Colorado) and Rock Creek, Bridger Pass, Bitter Creek Valley, Green River to Fort Bridger (Wyoming), Salt Lake (Utah), and Fort Hall (Idaho). From Hall the road went to the Southwest to California, to the Northwest to Oregon and to the North to Virginia City (Montana). This route was intensively used from 1862 to the event of the Union Pacific railroad into Wyoming in 1868.

On the boundary line where the old road entered Wyoming from Colorado, a monument of Colorado granite 6½ feet by 4½, has been placed, bearing the following inscription:

THIS STONE MARKS THE
PLACE WHERE
THE OVERLAND STAGE LINE ON ITS WAY TO THE WEST
JUNE 1862-1868
CROSSED THE COLORADO-WYOMING BOUNDARY LINE.
ERECTED BY
THE STATE OF WYOMING
AND CHAPTERS OF
THE DAUGHTERS OF THE AMERICAN REVOLUTION
CACH LA POUDRE, FORT COLLINS, COLORADO
CENTENNIAL, GREELEY, COLORADO
JACQUES LARAMIE, LARAMIE, WYOMING
1917

The unveiling of this attractive monument took place on the fourth of July, 1917, the audience being composed of citizens from Fort Collins, from the neighborhood of the stone, and from Laramie. Not far distant from this spot, to the South, is the old Virginia Dale Station, still in a good state of preservation, known nation-wide for the scene of numerous "hold-ups" by the desperadoes, for depredations by the redmen and as the headquarters of Jack Slade (Joseph A.), efficient division station agent, as well as a desperate outlaw.

Unveiling the Colorado-Wyoming Monument. Mrs. James Mathison, Regent of the Jacques-Laramie Chapter of the Doughters of the American Revolution.

The boundary stone was unveiled by Mrs. James Mathison, Regent of the Jacques Laramie Chapter, followed by the program:

"The Overland Trail Through Larimer County" (Colorado), Mrs. P. J. McHugh, Regent of the Cache-la-Poudre Chapter, Fort Collins; "The Stage Station of Virginia Dale", Hon. William H. Holliday, Laramie; "First Things in Colorado", Professor S. Arthur Johnson, Colorado Agricultural College; "Wyoming Fifty Years Ago", Mrs. R. E. Fitch, ex-Regent of the Jacques Laramie Chapter; "Today and Yesterday", Miss Grace Raymond Hebard, State Regent of the D. A. R.

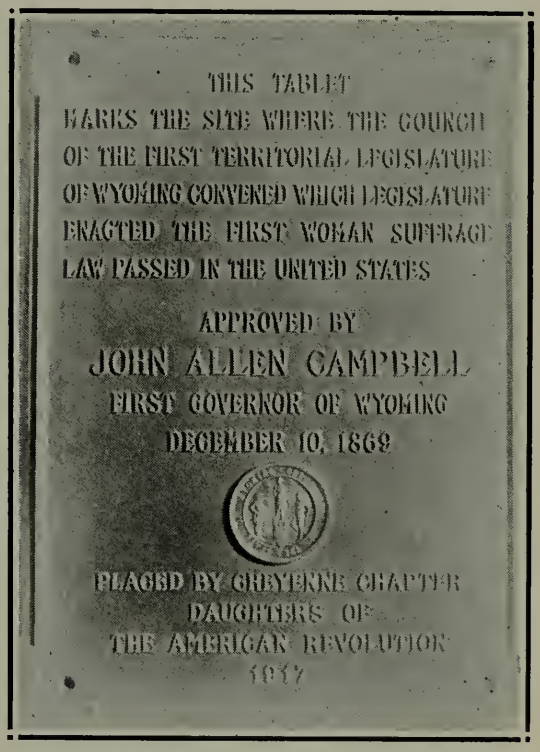
After the exercises a basket picnic was had near the trail and the monument.

The D. A. R. of Wyoming were largely instrumental in having the state flag and state flower adopted by the Legislature in 1917. At this boundary celebration the new state flag was for the first time used at a public function. Blended with it were the Colorado state flag, and the flags of the United States, of France and Great Britain. The state flower of Colorado, the blue and white columbine, and that of Wyoming, the brilliant red Indian paintbrush, were combined in bouquets, reminding one not only of our national colors, but those of France, under which our soldiers were on that day marching through the streets of Paris, the first time in history that the stars and stripes and the tri-colors of France were used in war in France.

WOMAN SUFFRAGE TABLET

At the first Territorial Legislature of Wyoming the women of the newly organized commonwealth obtained the right to vote. On December 10, 1869, Governor John A. Campbell signed a bill making a law that granted to women equal rights of franchise, regardless of sex. This was the first law of its kind enacted in the world, the embryo of national suffrage granted to the women of the U. S. in August, 1920.

To commemorate this pioneer act, the Cheyenne Chapter of the Daughters of the American Revolution, and the Sons of the American Revolution of the State and a few interested citizens of Cheyenne donated a noble bronze tablet which, on July 21, 1917, was placed on the North wall of the building on the Southeast corner of Carey Avenue and Eighteenth Street. The site of the present building is that of the old building in which the first Legislature in Wyoming was held. Those who were most responsible for the suffrage enactment were the Hon. William H. Bright, who was a member of the Legislature, being the President of the "Council", Mr. Bright introducing the bill for woman's suffrage in the Council, as the Senate is now called. Reinforced by Mrs. Bright, who was in Cheyenne at the time of the legislation, and Mrs. Esther Morris, who lived at South Pass City, Mr. Bright had the courage of his convictions, being able to successfully champion his bill. Mr. and Mrs. Bright also lived in this mining camp from which Mr. Bright had been elected to the Legislature. It was in this remote gold camp, hundreds of miles removed from civilization, surrounded by hostile redmen, that William H. Bright, through the direct influence of Mrs. Morris and a definite promise to her by him, that a bill was introduced in Wyoming's first territorial Legislature granting to woman the right of franchise.



Bronze tablet at Cheyenne, placed on the wall of the building on the site of the old building in which was enacted the first woman suffrage law December 10, 1869.

The unveiling ceremonies for this suffrage tablet were conducted by Mrs. Maurice Groshon, Regent of the Cheyenne Chapter of the D. A. R.. Hon. Joseph M. Carey, for forty-eight years a resident of Cheyenne, having come to Wyoming as U. S. District Attorney in 1869, a witness to the several steps taken to make women's suffrage a law, spoke on "The History of the Enactment of Wyoming's Equal Suffrage Law". This address was followed by one from Miss Grace Raymond Hebard, State Regent of the D. A. R., on "True Democracy", supplemented by a tribute to Governor John A. Campbell, Mr. and Mrs. W. H. Bright and Mrs. Esther Morris.

Mrs. Isabella W. Campbell (Mrs. John A.), living at Washington, D. C., wrote on September 2, 1917, words of appreciation for the recognition of Governor Campbell as follows: "It was a gracious thing in the Daughters to erect the tablet commemorating the suffrage act, for it was really a very courageous thing which my husband did and he was influenced entirely by his conscientious convictions after studying the matter and recognizing its merits."

INDEPENDENCE ROCK, ON THE OREGON TRAIL

Independence Rock is forty-nine miles Southwest of the city of Casper, the Sweetwater lashing its Southwest side. It is an immense isolated stone of black granite over a mile in length from the North to the South and about one-half a mile in width, 193 feet high at its North end and 167 feet at the South. On the sides of this old rock and on its concave top are hundreds of names carved deep into the stone, some of them bearing a date as early as that of 1843, most all of the names easily traced. So numerous were the names on the sides of this gigantic monument, this great interior landmark, that the good Father De Smet, when he journeyed over the Oregon Trail in 1840, called the stone the "Register of the Desert".

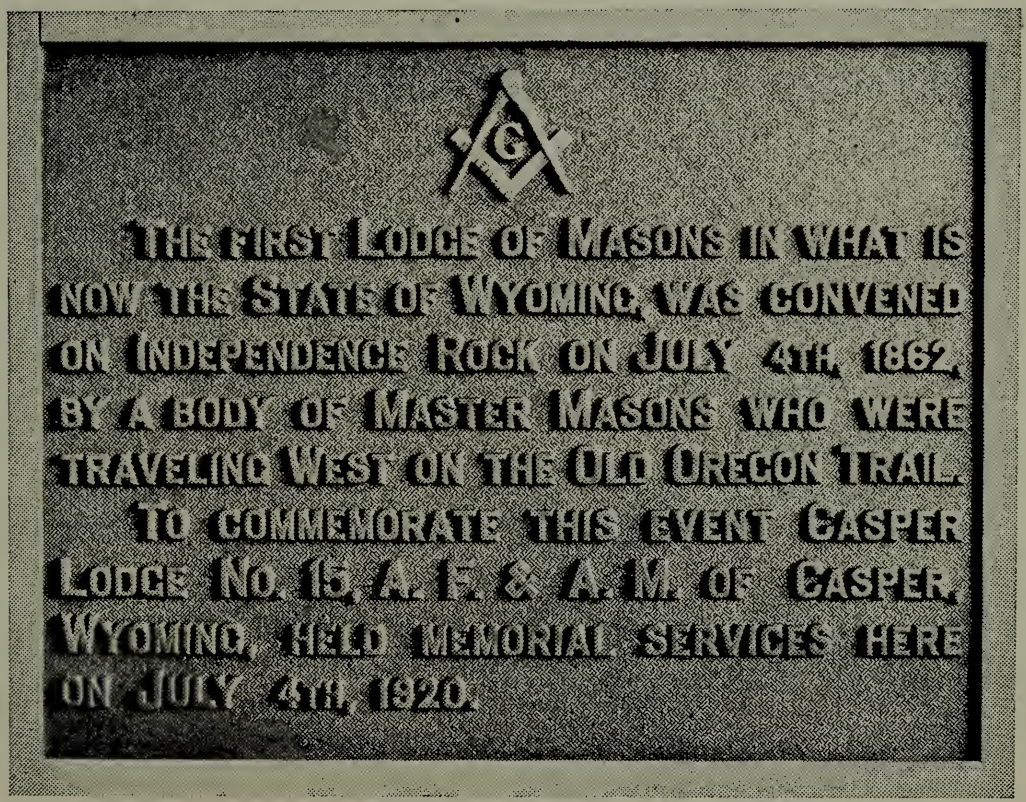
The old Oregon Trail, in reaching Independence Rock, left the North Platte at its great bend, near Casper, and went its way considerably West of the river, and West of the present site of the Pathfinder Reservoir. This rock was famous long before the coming of the white men, for the Indians journeyed to the stone in order to paint on its sides the history of some of their famous battles. When the tide of emigration set in, the rock, situated almost midway on the road to the West, became an important point on the Oregon trail, like a beacon eagerly looked for by the mariner at sea, the landmark was hailed by the emigrant as it loomed beyond the billowing plains. In those days Independence Rock filled a large place in the minds of thousands of men and women; today, by most of us, it is unknown. For a number of years there used to be at Independence Rock a town of considerable size. Not a timber remains today to mark its site.

On the 6th of August, 1915, Capt. H. G. Nickerson, President of the Oregon Trail Commission, and the Secretary of the Commission visited this old stone, marking it with carved letters in several places. The rock at that time belonged to Mr. Henry D. Schoonmaker, on whose ranch the stone was situated. Since that date the ranch has been sold and the old landmark has come into the possession of a new owner. The members of the Oregon Trail Commission are strong in their opinion that this historical "register" should in the immediate future become the property of the State of Wyoming, and thus be protected from vandalism as is other State property.

Mr. Schoonmaker, in 1920, donated a handsome bronze tablet to Wyoming to be placed on the side of this old "register of the desert". The reading on the marker reads as follows:

INDEPENDENCE ROCK
PROBABLY DISCOVERED BY RETURNING ASTORIANS, 1812
GIVEN ITS NAME BY EMIGRANTS WHO CELEBRATED
INDEPENDENCE DAY HERE JULY 4, 1825
CAPT. BONNEVILLE PASSED HERE WITH FIRST WAGONS 1832
WHITMAN AND SPALDING, MISSIONARIES, WITH THEIR WIVES,
STOPPED HERE 1836
FATHER DE SMET SAW IT AND, OWING TO MANY NAMES UPON IT,
CALLED IT "THE REGISTER OF THE DESERT", 1840
GEN. JOHN C. FREMONT CAMPED HERE WITH U. S. ARMY AUG. 2, 1842
50,000 EMIGRANTS PASSED HERE IN 1853
IT IS THE MOST FAMOUS LANDMARK ON THE
OLD OREGON TRAIL

On the Fourth of July in the year 1862 nearly a thousand men, women and children chanced to be at Independence Rock, on their way to the Oregon country. It was found that there were many Masons in the congregation of homeseeking people, enough to conduct a Masonic Lodge on the crest of the stone. To commemorate this event, on the Fourth of July in the year 1920, under the supervision of Past Grand Master A. J. Mokler, Casper, a memorial service for this event was arranged, which also was held on the top of the rock.


THE FIRST LODGE OF MASONS IN WHAT IS
NOW THE STATE OF WYOMING, WAS CONVENED
ON INDEPENDENCE ROCK ON JULY 4TH, 1862,
BY A BODY OF MASTER MASONS WHO WERE
TRAVELING WEST ON THE OLD OREGON TRAIL.
TO COMMEMORATE THIS EVENT CASPER
LODGE NO. 15, A. F. & A. M. OF CASPER,
WYOMING, HELD MEMORIAL SERVICES HERE
ON JULY 4TH, 1920.

After the services a program was had at the North base of the stone under the bronze tablet that had that day been placed on the huge landmark. Grand Master Arthur K. Lee unveiled the tablet, followed by an address on "The Democracy of America"; Mr. William A. Riner, J. G. W., gave the oration of the day, "The Old Trail to an Empire".

On the morning of July 4, 1920, under the auspices of the Daughters of America, Mrs. B. B. Brooks, Casper, State Regent, having charge of the program, an Oregon Trail marker was unveiled by the State Historian of the D. A. R., Miss Hebard. Mr. F. G. Burnett, Fort Washakie, told of his early days along the old trail and of his visit to Independence Rock in 1868. Following Mr. Burnett's speech, Miss Hebard addressed the audience of several hundred of people on "The Trail to the West".

This marker bears the words:

OREGON TRAIL
MARKED BY
THE STATE OF WYOMING
1914

This stone was placed by the State of Wyoming and the Jacques Laramie Chapter of the D. A. R. In 1914 it was erroneously erected on the East Side of the North Platte, supposedly on the trail. The Commissioners of Natrona County donated their services to removing the stone to the North side of the Independence Rock, just below the tablet placed on the rock on July Fourth, imbedding the granite marker in a foundation of cement.

FORT CASPAR, OLD OREGON TRAIL

Oregon Trail and the Caspar Collins monument before the unveiling, located where the Yellowstone Highway crosses the Oregon Trail, one and a half miles West of the city of Casper. The great width of the old trail extends from the left of the marker to the right of the two wagon tracks. Photograph taken July 5, 1920.

Fort Caspar was located about one mile West of the present city of Casper, 127 miles West of Fort Laramie, and 403 miles East of Fort Bridger. The original name of this fort was "The Platte Bridge Station", which had been used in turn by the Pony Express and telegraph line for station purposes. The Indians, particularly the Sioux, Cheyennes and Arapahoes, continually besieged this station near a bridge which went over the Platte River, making their attacks from every point of the compass, the site of the station being a strategic point for the Indians as well as the soldiers. The soldiers not only guarded the Oregon Trail from this point to the East and West, but also the trails which ran to the South and the trail which in 1866 ran to the North, the Bozeman Trail, running up to Montana on the East Side of the Big Horn Mountains. From the Big Horn River North of the mountains of that name, the Bozeman Trail went West to Bozeman Pass (Montana) and then Southwest to Virginia City and the prosperous gold mining camps. Fort Caspar was on the East side of the river.

With headquarters at the Sweetwater telegraph station situated near or adjacent to Independence Rock, Lieut. Caspar W. Collins, son of Col. William Collins, for whom Fort Collins, Colorado, was named, had supervision of several of the stations along the Oregon Trail West of the one at Platte Bridge. On July 26, 1865, on his return from Fort Laramie, where he had just received his promotion papers, Collins arrived at Platte Bridge, where they had been the previous days repeated attacks on the men guarding the bridge, the trail and the men who were mending the telegraph lines. Although not on duty at this station, Lieutenant Collins was detailed to take a squad of soldiers across the river and drive the redmen back to the country Northwest of the Platte.

Engaging in battle with the Sioux, Collins was killed and unmercifully mutilated, not while fighting, but in an attempt to rescue a fallen soldier from the ravages of the Indians.

As a slight recognition of the bravery of Lieutenant Collins, the name of "Platte Bridge Station" was changed to that of "Fort Caspar". (It is to be noted that the fort was always spelled with the additional "a", while the city is spelled with an additional "e".)

The military order of November 21, 1865, reads: "The military post stationed at the Platte Bridge between Deer and Rock Creeks, on the Platte River, will be hereafter known as Fort Caspar, in honor of Lieut. Caspar Collins, Eleventh Ohio Cavalry, who lost his life while gallantly attacking a superior force of Indians at this place."

A pioneer monument, the gift of citizens of Casper, has been erected near the depot of the Chicago and Northwestern railroad at Casper. On the monument appears these words:

PIONEER MONUMENT
ERECTED ON THE SITE
OF THE
OLD OREGON TRAIL
IN MEMORY OF THE PIONEERS
WHO BLAZED THE WAY.
BUILT BY
NATRONA COUNTY PIONEER
ASSOCIATION
1894 1911

Upon the face of the monument is a bronze tablet, donated by the State, on which is inscribed:

FORT CASPAR
U. S. MILITARY POST
ESTABLISHED ABOUT 1864
FOR VOLUNTEERS
ABANDONED OCTOBER 19, 1867
SITUATED ONE MILE WEST
OF THIS SPOT
MARKED BY THE STATE OF WYOMING
1914

The monument was unveiled by Miss Erma Patton, Hon. B. B. Brooks delivering the main address on "The Pioneer Movement to the West".

In the morning of July 5, 1920, under the supervision of the Daughters of the American Revolution, by Mrs. B. B. Brooks, State Regent, a stone was dedicated in the memory of Caspar W. Collins and to mark the Oregon Trail. The site selected is about a mile and a half West of Casper on the North side of the river, where the old trail and the new Yellowstone Highway cross each other. The stone is not intended, as the inscription indicates, to be on the exact spot where Collins fell on July 26, 1865. The stone stands in the middle of the old trail bed, which is at this point at least fifty feet wide and several feet deep, looking like some ancient irrigation ditch. The excavation of this path was made by human, ox, mule and horse feet, wagon wheels, wheelbarrows, push carts, Indian, wild animal, and the continual winds of a Wyoming climate! In some places, as West of the Devil's Gate, the old trail is ten feet deep. The old indelible trail has not been effaced by time, rain, snow or disuse, but is in itself a lasting monument to the indomitable fur traders, homeseekers, gold chasers and soldiers, who helped to make a path to the West and obtain peaceful possession of the Oregon country.

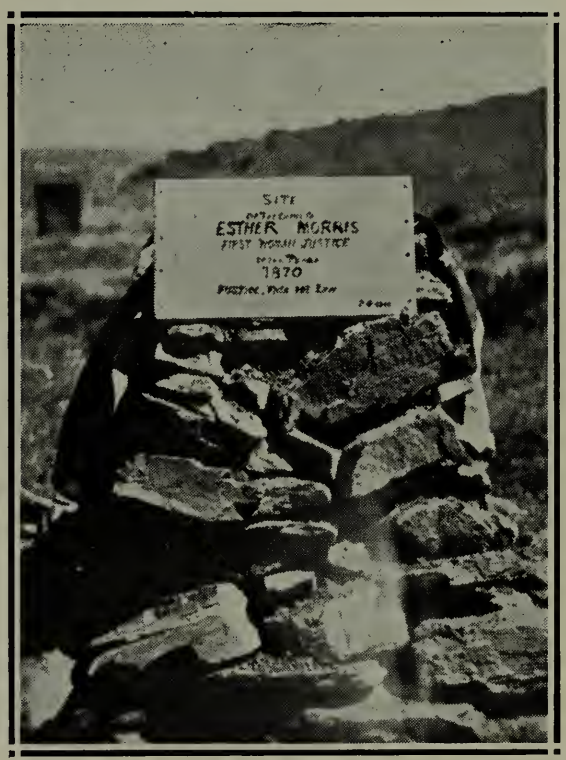
Mrs. Thomas Cooper, Regent of the Caspar Collins Chapter of the Daughters of the American Revolution, unveiling the Oregon Trail and Caspar Collins Monument, July 5, 1920.

Mrs. Thomas Cooper, Regent of the Fort Caspar Chapter of the D. A. R., unveiled this stone, when ex-Governor B. B. Brooks, of Casper, spoke of "Forty Years Ago", when he first went over the trail in that locality. Following, Mr. John C. Friend, of Rawlins, who on July 27, 1865, with others, left the Platte Bridge Station to find the body of Lieutenant Collins, vividly related his ex-

periences of that day, telling of the finding of the body of the beloved officer and pointing out the places here and there where Indians carried on their warfare before and about the old fort. The Secretary of the Oregon Trail Commission and the State Historian of the Wyoming Daughters of the American Revolution told about "Indian Battles on Both Sides of the Platte". This marker was donated by the State of Wyoming, the Caspar Chapter of the D. A. R., and the Commissioners of Natrona County.

ESTHER HOBART MORRIS AT SOUTH PASS CITY

The rift in the mountains in Southern Fremont and Northern Sweetwater Counties, known as South Pass, is no narrow opening, but a broad passage, easy of ascent and descent, across the Rocky Mountains. In some places this opening in the mountains is from twenty to thirty miles wide. The old Oregon Trail was 2,020 miles long, extending from Independence, near the present Kansas City, to Fort Vancouver, Washington, near the mouth of the Columbia River and a few miles East of Old Astoria. Exactly who was the first white man to go through the South Pass where the Oregon Trail was located? To Thomas Fitzpatrick, of the William Ashley Fur Company, in 1824, is given this honor. To Etienne Provost, also an Ashley man, also goes the credit when he went through the pass in 1823.



Cairn marking site of the Home and Office of Esther Hobart Morris, "Mother of Woman Suffrage in Wyoming". Built by the Secretary of the Oregon Trail Commission July 6, 1920, With nothing else available, the marker was made from the top of a box of canned goods, the lettering with the end of a match and ink. This temporary inscription was replaced by a stone tablet by Captain Nickerson, September, 1920.

About twelve miles north of this pass, during the intense stampede to the West for gold in the sixties, South Pass City had its birth. This camp along Willow Creek for several years proved to be a profitable gold mining district, some four to seven millions of gold being extracted in the vicinity of the city.

By the year of 1869 there were at least four thousand people in South Pass City, this being the year when territorial organization came to Wyoming. On February the 14th, 1870, a vacancy having occurred in the office of Justice of the Peace for South Pass City, Acting Governor Edward M. Lee, Commissioned Mrs. Esther Hobart Morris a Justice of the Peace, the first woman in the world to occupy such a judicial position. Mrs. Morris, with her husband and three sons, had come to South Pass in the late sixties, living as neighbors to Mr. and

Mrs. William H. Bright. Through the influence of Mrs. Bright and Mrs. Morris, Colonel Bright, as he was called, introduced and successfully championed a bill in Wyoming's first legislature for woman suffrage. This bill became a law on December 10, 1869, when Governor John A. Campbell signed the document.

Judge Morris held her court of justice most of the time in her little log cabin home on Willow Creek, where she rendered seventy legal decisions, no one of which was reversed when taken to a higher court on appeal. July 6, 1920, the Secretary of the Oregon Trail Commission visited the almost deserted village of South Pass, with a view of marking the site of the office of Justice Morris. With the assistance of Mrs. Janet Smith, who arrived in South Pass City before the feverish days of gold mines, in 1867, and who has continually since then resided there, the site of the small cabin was located at which a stone cairn was erected by the Secretary and the less than two score of people who then made their homes in this ghost city. It was in this home that woman's suffrage in Wyoming had its birth. It was here that William Bright had promised to introduce a suffrage bill if he should be elected to the first territorial legislature. The many stones collected for the monument to be erected to the memory of the Mother of Woman Suffrage in Wyoming were taken from the foundations of important buildings, as the first church, first school house, the first bank, the first post office, the office of Colonel Bright, the home of Mr. and Mrs. Bright, the office of Mrs. Morris, erected during the active days of the camp.

The Esther Morris cairn and tablet, marking the "portal of liberty". (The tablet is not in place, as it is to be embedded in cement in the side of the marker.)

Captain Nickerson fashioned and placed on the cairn in cement a stone tablet bearing the following inscription:

SITE OF OFFICE
AND HOME OF
ESTHER MORRIS
FIRST WOMAN JUSTICE
OF THE PEACE. AUTHOR OF
FEMALE SUFFRAGE
IN
WYOMING

(The act granting suffrage to woman in Wyoming in 1869 bears the title "Female Suffrage", hence that phraseology on the marker.)

THE BOZEMAN ROAD

When gold was found in the early sixties in Southwestern Montana there was no direct road into the camp for those who came from the East to dig for the precious metal. There was the river route up the Missouri, the one utilized by Lewis and Clark in 1804-06; then there was the Oregon Trail via the North Platte, South Pass and Fort Bridger; and the Overland Route by Denver, La Porte, Laramie Plains, Bridger Pass and Fort Bridger. At this fort the two roads united and became one, which went to Salt Lake and North to Fort Hall (Idaho). From Hall there were three roads, one to the Southwest to California, one to the Northwest to Oregon, and one directly North to the Virginia (Montana) gold camps. The Oregon Trail and the Overland Route, as was the road up the Missouri, were too long and circuitous for the eager and impatient emigrants seeking fortunes in gold.

PIONEERS OF THE BOZEMAN TRAIL

Mr. and Mrs. James Orr Willits, who in the summer of 1881 traversed almost the entire length of the Bozeman Trail in Wyoming, settled in Sheridan County and lived continuously for forty years on the same building site. Mr. Willits was a member of the school board that built the first school house in Sheridan. Vie Willits Barber (Mrs. A. L.), daughter of the pioneers, made possible the accurate marking of the Bozeman Trail by her extended and painstaking survey of the old road from Fort Reno on the Powder River to Parkman, near the Northern boundary of Wyoming.

To meet the difficulty of no direct road to Montana, the Bozeman Trail, or Road, was established. This road in Wyoming ran Northwest from Fort Laramie, then East of the Big Horn Mountains between the North Platte and Parkman near the boundary between Montana and Wyoming. The road was along the South side of the Platte until it reached Bridger's ferry, near the present Orin Junction in Converse County. Most any place between Douglas and Casper the road branched off to the North, though after 1867 the leaving point was opposite the site of Fort Fetterman. When the road reached what is now Montana it went Northwest to the Big Horn River, where was established in 1866 Fort C. F. Smith, from which fort the trail ran to the West, several miles South of the Yellowstone. When this river was crossed near the present city of Livingston, the trail went through Bozeman Pass and then Southwest into the Beaverhead Valley mining district.

The land from the North Platte to Fort C. F. Smith was the cherished and coveted home and hunting ground of the Sioux, who, under Chief Red Cloud and his warriors, determined that no white man should invade their territory. The Indian wars along the Bozeman Trail were the most savage, continuous and unrelenting of any fought on the Western plains, a contest for supremacy between the redman and his enemy, the invading white man.

To protect the emigrants and freight teams going over the Bozeman Road, the Government established three forts along its route, an act that Red Cloud believed broke the existing treaty between his tribe and our Government. The most Southern fort was called at first Fort Connor, built in 1865 (near Sussex, Johnson County, on the Northwest side of the Powder River). This fort was enlarged in July, 1866, by General Carrington and renamed Fort Reno.

The monument that marks the site of old Fort Reno (originally called, in 1865, Fort Connor) is in Johnson County on the Northwest side of the Powder River, the stone being on a cement base, a gift of the County Commissioners.

FORT RENO
U. S. MILITARY POST
ESTABLISHED
AUG. 14, 1865
ABANDONED
AUG. 18, 1868.
THIS MONUMENT
IS ERECTED BY THE
STATE OF WYOMING
AND THE
CITIZENS OF
JOHNSON COUNTY
1914

When Gen. H. B. Carrington enlarged Fort Reno and fortified the post with U. S. soldiers, the warriors gave notice that any other fortification North of Reno would be burned and the soldiers guarding the post would be killed, because the act of building forts in the Powder River country was a direct violation of standing treaties. In July, 1866, an unusually fine fort was established, regardless of Red Cloud's warning, on the Piney, Northwest of Buffalo in Johnson County. This fort, called Phil Kearney, was the headquarters for General Carrington and his handful of men during the next eighteen months, and for the commanding officer who took General Carrington's command in January, 1867, until August, 1868. From the time of the first survey of the land on which was to be erected the post, the fortification was in a constant state of siege, the Indians looking upon the structure as a sign of usurpation. As a consequence, the red man missed no opportunity to try and destroy the hated fort and kill the soldiers, some with families, who guarded Fort Phil Kearney, the Bozeman trail, Fort Reno, and Fort C. F. Smith.

On December 21, 1866, Captain William Fetterman and eighty men, two of them civilians, engaged in battle with the Sioux, near "Massacre Hill", a short distance North and West of Phil Kearney. In this uneven struggle, for the Indians numbered in the thousands, Fetterman's entire force was annihilated, no one being left to tell of the conflict.

A monument to mark the site of this battle has been erected, as previously stated. There have been but few battles of the world from which there were no survivors. From the lips of no white man has come the story of that conflict with Red Cloud's warriors on the fateful day of December 21, 1866. The Indians

were for years very secretive about their great fight and victory, though now we have detailed accounts of the battle from several of the braves fighting at "massacre hill".

Three stones for the Bozeman Trail in Converse County were transported by Hon. William Irvine in 1916 to the site of old Fort Fetterman; to the fork of the trail that leads to Flynn's ranch on Antelope Creek, and one to Ogallala ranch on Little Wind River. These roads branch from the old Bozeman Trail on the extreme top of the divide between Sand and Antelope Creeks, where is obtained a broad view of the North, with Pumpkin Buttes in the distance, and a splendid view to the South, with the breaks of the North Platte River in the distance and Laramie Peak in plain view further on. The third stone is near the Johnson-Converse County line.

The Bozeman stones when placed are three feet above the ground, set two feet in the ground, one and a half wide and one foot thick, all being marked:

BOZEMAN TRAIL
MARKED BY THE
STATE OF WYOMING
1913

Eight stone posts were sent to Johnson and Sheridan Counties, all marked "Bozeman Trail", to trace the old trail from Fort Fetterman to the Montana boundary. Four of these markers are in both Sheridan and Johnson Counties.

The Bozeman markers in Sheridan County were placed by the County Commissioners and the Sheridan Chapter of the Daughters of the American Revolution, at Big Horn City, SW¼, SW¼, Sec. 4, T. 54, R. 84; at the settlement of Beckton, in the SE¼, NW¼ of Sec. 17, T. 55, R. 85; one in the town of Dayton, in the NE¼, NW¼, Sec. 32, T. 57, R. 86, and one on the ranch of Mr. E. L. Dana, of Parkman, in the NW¼, NW¼ of Sec. 22, T. 58, R. 87, thus marking the old trail in this county from its Southern to its Northern boundaries.

Besides the monument marking the site of Fort Reno, there are in Johnson County four stones, one at Trabing, Sec. 36, T. 48, R. 81; one on the Dry Fork of Powder River crossing, Sec. 33, Tp. 44, R. 77. The stone marking the site of Fort Reno was for a number of years at a point ten and a half miles South of Sec. 36, T. 43, R. 81, of the place where the old fort was established. The fort's site is very inaccessible by automobile, parties having to ford the Powder in order to reach the location, while where the stone was originally placed many people daily passed the spot. It was thought, however, that the exact site of Reno should be marked. Hon. L. R. A. Condit, of Barnum, had the stone removed and placed on the proper site and the two Bozeman Trail markers placed on the highway during the last days of September, 1920.

In September, 1920, a simple granite marker, not a monument, was placed by the State on the site of old Fort Phil Kearney, the property of Mr. Geier, bearing the following inscription:

SITE OF
FORT
PHIL KEARNEY
JULY 13, 1866, TO AUGUST, 1868
MARKED BY THE
STATE OF WYOMING
1920

THE WAGON BOX FIGHT

The soldiers of Fort Phil Kearney were ever waiting for an opportunity to avenge the death of their comrades of the Fetterman battle. Their long hoped for chance came on August 2, 1867, when occurred the Wagon Box fight about six miles west of the fortification on the Piney. Woodchoppers had been sent during the last days of July into the Big Horn mountains to the West to obtain logs for lumber for building and for fire wood. To guard this handful of men, soldiers were detailed to protect the wood road from the mountains to Fort Phil Kearney. On a slightly elevated tract of land the soldiers, twenty-eight in number, and four civilians, made a camp, using the boxes of fourteen wagons, placed in an oval, as a corral. The wagons, stripped of their boxes, had been sent into the woods, where the choppers had a camp. The soldiers in the corral were on night and day duty for fear of hostile Indians.

From this box corral the thirty-two men under the command of Captain James Powell, on August 2, 1867, fought for seven hours against Red Cloud and his three thousand warriors. Had it not been that the men in the boxes had most recently been equipped with the new modification of the Springfield breech-loading rifles, the fate of those who fought in the Fetterman battle would have been repeated. Previous to the wagon box fight and in the Fetterman battle, the soldiers only had the old Springfield muzzle-loading muskets, the Indians knowing nothing about the superior arms with which the wagon box men were equipped.

During the fight in the boxes it has been estimated that Red Cloud lost from his 3,000 choice warriors at least 1,137 men. Captain Powell lost one officer, Lieut. John C. Jenness, and two privates.

The Oregon Trail Commission, in September, 1920, placed a granite marker two and a half feet high, one and a half wide and eight inches thick, with a cement base two feet high, on the site of the great victory of the white man in his battle of August 2, 1867, the site having been located at the request of the Oregon Trail Commission August 2, 1919, by Sergeant S. S. Gibson, Omaha, who was one of those who took part in the wagon box fight. Mr. John M. Hoover, Halstead, Kansas, also located, in September, 1920, what he believes to be the wagon box fight site, which is within 40 feet of the spot marked by Mr. Gibson. Mr. Max Littmann, St. Louis, who, on August 2, 1917, visited this old battlefield and was one of the wagon box fighters, states that the wagon box corral was about 80 feet long and 50 feet wide. This fact being established, it is evident that both Mr. Gibson and Mr. Hoover have located the corral site, one designating one portion of the corral and the other another portion of the same enclosure. The site as now marked is identical with that spot selected by

four officially appointed citizens of Wyoming, who personally visited the battlefield. This site where the fight occurred is on land owned by Mr. Ed. Grover.

The simple stone reads as follows:

SITE
OF THE
WAGON BOX FIGHT
AUGUST 2, 1867
MARKED BY THE
STATE OF WYOMNIG
1920

Had not the Great War interfered with the activities of the Oregon Trail Commission, many other markers would have been placed. With the coming of the war the Commission ceased its activities in recording history and helped in a limited degree to make history. Practically no markers were placed by the Oregon Trail Commission from July 21, 1917, to July 4, 1920. The money appropriated for the intervening years was not spent and has reverted to the State Treasury. There are many places in Wyoming that deserve monuments or markers. A detailed list would occupy too much space in this brief report. The Commission, however, ventures to suggest a few places that were to be marked had the break in their work not occurred, following: Fort Fetterman; Bridger's Ferry, near Orin Junction, Converse County; Bridger's Pass and Bridger's Stage Station, both on the Overland Route in Carbon County; Benton, or Bentonville, in Carbon County; the Green River Rendezvous of the fur men, Sweetwater County; all of the old mining camps and deserted villages; all of the old stage and pony express stations; stage routes; the trail of the Astoria men in 1811 and 1812, touching at least nine of our counties; Whisky Gap; Colter's Route through Yellowstone National Park; Fremont's Peak in Fremont County; the Spanish Diggings, Niobrara County; the Medicine Wheel, Big Horn-Sheridan Counties; the site of all first buildings in permanent cities; the Teton Mountains, first seen by white men, the outgoing Astoria party, in 1811, over which the first airplane passed on August 25, 1920, flying at an altitude of over 13,000 feet and at a speed of 80 miles an hour; many Indian battlegrounds where combats were carried on since 1870. Almost without exception, the work of the first seven years of the Oregon Trail Commission has been devoted to events that occurred before that date.

January 1, 1921.

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JAN 1 6 1997
JAN 1 8 1997
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AUG 1 3 1997
JUN 2 5 1997
OCT 2 5 2007
OCT 2 8 2007
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DEC 2 1 2010
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